

Alaskan Way Viaduct & Seawall Replacement Program

Central Waterfront

8.08



Summary Comparison of Potential Scenarios
Draft August 28, 2008

Building Blocks	A: Demand Mgmt. & Low Capital	B: Surface Blvd. & Transit	C: Alaskan & Western Couplet	D: 4-Lane Elevated	E: 4-Lane Integrated Elevated	F: 4-Lane Bored Tunnel	G: 4-Lane Cut and Cover Tunnel	H: 4-Lane Lidded Trench
SR 99								
Central Waterfront configuration and lanes	4-lane surface street	4-lane surface street	6-lane surface street (3 lanes on Alaskan Way; 3 lanes on Western Ave.)	4-lane elevated road; 4-lane surface street	4-lane elevated road; 4-lane surface street (2 lanes Alaskan Way, 2 lanes Western Ave.)	4-lane tunnel; 4-lane surface street (2 lanes Alaskan Way, 2 lanes Western Ave.)	4-lane tunnel and 4-lane surface street	4-lane lidded trench and 4-lane surface street
Central waterfront promenade/public space	52 – 86 feet	76 – 86 feet	80 – 114 feet	20 – 70 feet	45 – 135 feet	80 – 114 feet	52 – 86 feet	40 – 80 feet
Connections to Elliott and Western avenues	Signalized intersection to Alaskan Way surface boulevard	Signalized intersection to Alaskan Way surface boulevard	Signalized intersections to Alaskan/Western couplet	Ramps to and from elevated structure over Elliott and Western	Ramps to and from elevated structure over Elliott and Western	Signalized intersections to Alaskan/Western couplet	Ramp connections to and from underpass of Elliott and Western	Signalized intersections to lidded trench on waterfront
Battery Street Tunnel capacity reduction	None	None	None	None	None	Reduced to one lane in each direction	Southbound reduced to one lane	None
Freight routes	Surface Alaskan Way	Surface Alaskan Way	Surface Alaskan Way and Western Ave.	Elevated road and surface Alaskan Way	Elevated; surface Alaskan Way (hazardous and combustible cargo route to be determined)	Tunnel (except hazardous and combustible cargo); Alaskan Way, Western Ave.	Tunnel (except hazardous and combustible cargo); surface Alaskan Way	Lidded trench; surface Alaskan Way (hazardous and combustible cargo route to be determined)
HOV/BAT/Transit Lanes	Thomas St to N. 85 th St. and Spokane to Washington Streets	Denny Way to N. 205 th St. and Spokane to Washington Streets	Denny Way to N. 205 th St. and Spokane to Washington Streets	Thomas St to N. 85 th St. and Spokane to Washington Streets	Thomas St to N. 85 th St. and Spokane to Washington Streets	Thomas St to N. 85 th St. and Spokane to Washington Streets	Thomas St to N. 85 th St. and Spokane to Washington streets	Thomas St to N. 85 th St. and Spokane to Washington streets
Seawall Replacement								
Rebuild seawall from Washington to Pine (Phase 1)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
I-5								
Active traffic management, automate reversible lanes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Northbound mainline	Add transit lane from Olive Way to SR 520	Add managed lane from Seneca St. to SR 520	Add managed lane from Seneca St. to SR 520	Add managed lane from Seneca St. to SR 520	Add transit lane from Olive Way to SR 520	Add transit lane from Olive Way to SR 520	Add managed lane from Seneca St. to SR 520	Add managed lane from Seneca St. to SR 520
Southbound HOV lane from Mercer to Spokane Street	Convert to managed lane	Convert to managed lane	Convert to managed lane	Convert to managed lane	No change	No change	Convert to managed lane	Convert to managed lane
Stewart Street and Cherry/Columbia Streets reversible ramps	No change	Convert Stewart to HOV and Cherry/ Columbia to general purpose traffic	No change	Convert Stewart to HOV and Cherry/ Columbia to general purpose traffic	No change	No change	Convert Stewart to HOV and Cherry/ Columbia to general purpose traffic	No change
Industrial Way transit ramps	No	North and south	North bound only	No	North bound only	No	No	North and south
Surface Streets								
Two-way Mercer Street from I-5 to Elliott Avenue	4-lane SR 99 underpass	6-lane SR 99 underpass	4-lane SR 99 underpass	4-lane SR 99 underpass	4-lane SR 99 underpass	6-lane SR 99 underpass	6-lane SR 99 underpass	6-lane SR 99 underpass
Aurora Avenue crossings	Signalized crossings at Thomas, Harrison, Republican, Roy, Valley	Signalized crossings at Thomas, Harrison, Republican, Roy	Signalized crossings at Thomas, Harrison, Republican, Roy, Valley	Republican Street underpass	Republican Street underpass	Signalized crossings at Thomas and Harrison	Republican Street underpass	Signalized crossings at Thomas, Harrison, Republican, Roy
Transit lanes on Stewart, Olive, Howell, Pike/Pine, and Elliott/15 th Ave. NW	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Additional transit lanes	Battery, Wall, Fourth Ave S, Madison, Fifth Ave	First Ave S, Battery, Wall, Fourth Ave S, Madison, Marion, Fifth Ave	First Ave S, Battery, Wall, Fourth Ave S, Madison, Fifth Ave	No	No	Fifth Ave	No	Fifth Ave

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Washington State
Department of Transportation



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Other street and roadway improvements	Spokane St. Viaduct, SR 519, East Marginal Way	Spokane St. Viaduct, SR 519, East Marginal Way	Spokane St. Viaduct, SR 519, East Marginal Way	Spokane St. Viaduct, SR 519, East Marginal Way	Spokane St. Viaduct, SR 519, East Marginal Way	Spokane St. Viaduct, SR 519, East Marginal Way	Spokane St. Viaduct, SR 519, East Marginal Way	Spokane St. Viaduct, SR 519, East Marginal Way
Second and Fourth Avenue. from Pike to Jackson Street	3 general purpose and 2 transit lanes	4 general purpose and 1 transit lanes	4 general purpose and 1 transit lane	3 general purpose, 1 transit, and 1 bicycle lane	3 general purpose, 1 transit, and 1 bicycle lane	3 general purpose, 1 transit, and 1 bicycle lane	3 general purpose, 1 transit, and 1 bicycle lane	3 general purpose, 1 transit, and 1 bicycle lane
Qwest Field north lot arterial	No	New one-way street as couplet with Fourth Ave.	New two-way street	No	No	No	No	No
Third Ave. through traffic restrictions all day	Yes	Yes	Yes	No	No	No	No	No
Convert east-west streets to three lanes	Spring, Seneca, Union, University, Marion, Madison, Cherry, and Columbia	Spring, Seneca, Union, University, Marion, Madison, Cherry, and Columbia	Spring, Seneca, Union, University, Marion, Madison, Cherry, and Columbia	No	No	No	No	No
Large trucks allowed on Second and Fourth aves.	Yes	Yes	No	No	No	No	No	No
Convert First Ave. to four lanes during peak periods	King to Cherry Street	King to Cherry Street	King to Cherry Street	King to Cherry Street	King to Cherry Street	No	King to Cherry Street	King to Cherry Street
Transit								
Improve service to waterfront on Madison St., simplify downtown network, reduce traffic conflicts with stops	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Rapid trolley network improvements	Medium	High	High	Low	Low	Low	Low	Low
Ballard/Uptown, Aurora, West Seattle RapidRide	Enhanced service	Enhanced service	Enhanced service	No change	No change	No change	No change	No change
Pacific Hwy South RapidRide	No change	Enhanced service	Enhanced service	No change	No change	No change	No change	No change
New Delridge RapidRide	Yes	Yes	Yes	Yes	Yes	No	No	Yes
New Ballard to UW RapidRide	No	Yes	Yes	No	No	No	No	No
New Lake City Way RapidRide	Yes	Yes	Yes	Yes	Yes	No	No	Yes
Alaskan Way streetcar	Yes	No	Yes	Yes	No	Yes	Yes	Yes
First Avenue streetcar	No	Yes	Yes	No	Yes	No	Yes	No
Ballard, Fremont and University District streetcar	No	Yes	No	No	No	No	No	No
New greater downtown neighborhood peak express service	No	Yes	Yes	No	No	Yes	No	Yes
West Seattle water transit	No change	Enhanced Service	Enhanced service	No change	No change	No change	No change	No change
Burien, White Center, Shoreline, Lake Forest Park park and ride expansion	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Policies and Management								
Demand management	Maximum	Moderate	Moderate	Moderate	Moderate	Baseline	Moderate	Moderate
Pricing and tolling	Review findings of PSRC regional studies of tolling and pricing concepts. Results may be incorporated in select scenarios.							

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Pedestrian								
Marion St. bridge	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Harrison St. bridge over I-5	No	Yes	No	No	No	No	No	No
Improved east-west connections to waterfront	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
New or improved connections across Aurora Ave. north of Denny Way	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Improved connection on Bell St. between Ninth and Elliott aves.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Overpass/underpass sidewalk addition/widening across I-5 at James, Madison, Pine, Denny	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
King Street Station, Westlake Center, and Colman Dock pedestrian improvements	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Bicycle								
Lanes/trails on Alaskan Way and/or Western Ave. between Broad and King sts.	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes
Lanes/trails connecting Alaskan Way to East Marginal Way lane and Mountain to Sound Greenway trail	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lane on Fourth Ave. between Yesler Way and Spring St.	No	No	No	Yes	Yes	Yes	Yes	Yes
Lane on Roy/Valley St. between Lake Union Park and Queen Anne Ave.	Yes	Yes	Yes	No	No	No	No	Yes
Lane on Roy/Valley St. between Fairview and Dexter aves.; on Mercer St. between Dexter and Taylor aves.; on Roy St. between Taylor and Queen Anne aves.	No	No	No	Yes	No	Yes	Yes	No
Lane eastbound on Pine St. between Eighth Ave. and Broadway	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Thomas St. overpass connecting Uptown to Myrtle Edwards Park (Elliott Bay Trail)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Royal Brougham overpass bike lanes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Implementation of other Bicycle Master Plan elements in Center City	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

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Transportation Demand and System Management Building Blocks			
Element	Baseline <i>Builds on existing programs</i>	Moderate Additions to Baseline <i>May require change in policy and/or legislation</i>	Maximum Additions to Moderate <i>May require significant change in policy and/or legislative action</i>
	Four-Lane Bored Tunnel Scenario	All Other Scenarios	Demand Management and Low Capital Scenario
Parking Management	<ul style="list-style-type: none"> Planned parking programs in Center City neighborhoods "Performance-based" pricing Encourage shared parking Shared parking at transit station 	<ul style="list-style-type: none"> Variable pricing for Center City curb spaces Increase parking enforcement Paid parking at high volume transit stations Discourage "early bird" parking Priority parking for vanpools 	<ul style="list-style-type: none"> Price parking by real time demand Tax all parking spaces including "free" spaces to discourage peak hour and long term use Eliminate all-day parking incentives
Parking Supply	<ul style="list-style-type: none"> Parking maximums on Center City commercial development Support car-sharing 	<ul style="list-style-type: none"> Bonuses for unbundled parking Parking maximums for downtown residential development 	<ul style="list-style-type: none"> Require unbundling and cash-out District-wide parking caps
Bicycle and Pedestrian	<ul style="list-style-type: none"> Implement priority bike/ped projects Increase outreach Bike commuter training 	<ul style="list-style-type: none"> Additional bike and pedestrian projects Require bike parking Encourage showers and lockers Add downtown bike station Bike load/unload in free-ride zone trial 	<ul style="list-style-type: none"> Require showers and lockers Additional bike/ped projects Add central waterfront bike/ped bridges Bike-sharing program
Transit, Carpool, and Vanpool	<ul style="list-style-type: none"> Implement SMART cards, encourage employer distribution West Seattle shared transit parking Implement LINK TDM program 	<ul style="list-style-type: none"> Require universal transit passes (new development) Expand Guaranteed Ride Home Simplified regional fare structure Later express bus/ferry service Eliminate auto incentives on ferries Expand real-time arrival information Rideshare Online system 	<ul style="list-style-type: none"> "One-stop shopping" for TDM Required passes (all business) Downtown-wide free Guaranteed Ride Home Major transit service expansion
Land Use	<ul style="list-style-type: none"> Emphasize transit oriented development at RapidRide stations Emphasize jobs/housing balance and include affordability 	<ul style="list-style-type: none"> Transit-oriented development at large redevelopment sites ("7 acres" in W. Seattle) Support transit-oriented development at park-and-ride sites 	<ul style="list-style-type: none"> Convention Place transit-oriented development Density, walkability and transit bonuses
Employer-Based Strategies	<ul style="list-style-type: none"> Expand employer-based Growth and Transportation Efficiency Centers Flex Pass/Passport incentives Encourage telework Encourage flexible work hours 	<ul style="list-style-type: none"> Further expansion of Growth and Transportation Efficiency Centers Expand TDM to building owners Expand Metro vanpool Market incentives for SOV trip reduction 	<ul style="list-style-type: none"> One-stop shopping for Employer Transportation Centers Maximum incentives for all downtown employees Community telework sites
Educational and Policy	<ul style="list-style-type: none"> TDM branding Increase existing outreach and incentives Measure TDM performance 	<ul style="list-style-type: none"> "Roving show" for businesses Eliminate tax on car-sharing Curb spaces for car-sharing Encourage taxi use through regulation Ongoing customer research 	<ul style="list-style-type: none"> Expand car-share locations Require car-share spaces in new development "Flat rate zone" for taxis Encourage shared taxis
Systems Management	<ul style="list-style-type: none"> Implement parking guidance system Implement 511 information next steps 	<ul style="list-style-type: none"> Improve incidence response system Fund next-generation 511 Variable message sign transit times Mobility options outreach to tourists Loading zone, transit lane towing Prioritize through traffic in special events management 	<ul style="list-style-type: none"> New signals to maximize flow Additional automated management Ramp queue jumps for transit, goods Multiple-platform 511 Multimedia real-time arrival info Automated incident notification Make driving costs visible w/ technology Photo bus lane enforcement

Pricing and Tolling Concepts
<p>May be applied to any of the scenarios, depending on results from PSRC Studies expected in July 2008</p> <p>As part of the Destination 2030 Update, the Puget Sound Regional Council (PSRC) is completing analysis of regional tolling concepts (Central Puget Sound Region Pricing Task Force). This work includes evaluating five general regional tolling concepts, two of which may have applicability to the Central Waterfront, as follows:</p> <p><u>Selected Facility Tolling</u></p> <ul style="list-style-type: none"> HOT lane network Additional freeway network segments <p><u>Area Pricing/Parking Charges</u></p> <ul style="list-style-type: none"> Cordon tolls in high intensity centers (Seattle, Bellevue) and parking charges in lower intensity centers